



Daily delights

Steve Banner finds out how Iveco's Daily engine range, and more, has been revamped

The new Iveco Daily range went on sale on 1 November and buyers will be benefiting from a number of improvements over the outgoing model, not least of which is its overhauled engine line-up. Also, the first variant launched is the Euro 5 Daily van, but it will not be long before the family expands to include tippers, dropsides and Luton variants – so there's something here for everyone.

There are additions to both the light- and heavy-duty Daily engine ranges. The top-spec Euro 5 model is powered by a new 205bhp, 470Nm 3-litre diesel, which has been fitted with twin turbochargers, and an intermediate heat exchanger to cool the air between them, to improve efficiency. Next in line are a 170bhp EEV (enhanced environmentally friendly vehicle) 3-litre that gets the twin turbos, but not the heat exchanger, and a 146bhp version, equipped with a variable geometry turbocharger. Piezoelectric injectors are used in all the new engines, to aid efficiency and cut emissions.

More power plants

Yet another newcomer to the Daily engine portfolio is a Euro 5-compliant 2.3-litre power unit, boasting 146bhp and 350Nm, not to mention Multijet 2+ fuel injection, offering up to eight injections per cycle. The injectors have been provided with new actuators and spray fuel into the combustion chamber at 1,600 bar. Equipped with a variable geometry turbo, this variant will be available next year and offer the combination of a new six-speed gearbox, plus start/stop capabilities.

In addition to these diesels, Daily can be ordered with Euro 5 106bhp and 126bhp versions of the 2.3-litre – also available with start/stop from next year – and as a Euro 5 170bhp 3-litre, with a variable-geometry turbo.

All 2.3-litre units feature an EGR (exhaust gas recirculation) system, with heat exchanger-based cooling to cut NOx. They have also been fitted with

an exhaust gas treatment device, said to improve particulate filter behaviour during regeneration. This consists of a pre-catalyser, installed downstream of the turbine, a catalyst and a particulate trap.

Designed for fuel economy – an indicator on the instrument panel helps achieve this goal – overall, the new models promise reductions in diesel and emissions of up to 10% over the outgoing model.

But while the big news is its latest engine range, Iveco has not ignored the rest of the vehicle. Daily now comes with the most advanced ESP 9 electronic stability programme as standard. This technology incorporates a plethora of safety features, including roll movement intervention, rollover mitigation and trailer sway mitigation.

Also, a redesigned front grille has improved the airflow to the engine by up to 18%, according to the Italian manufacturer. And behind this grille is a new radiator and cooling system, again said to benefit vehicle performance and economy.

Meanwhile, modifications to the cab's interior include a relocated gear lever housing to ease cross-cab movement and a clipboard that can be attached to the steering wheel and turned into a desk, so that drivers can complete paperwork more easily.

On the road

The main impression left by a test drive of a Daily 3.5-tonner, powered by the 205bhp engine, is how remarkably quiet the van is. While unobtrusive engines often mean that every other source of noise on a vehicle is instantly highlighted, this was not the case with the new Daily.

Grossing at up to seven tonnes, with a van body offering up to 17.2m³ of cargo space, and also sold in chassis cab, chassis double cab, crew van and minibus guise, Daily is not only very flexible, but also appears better put together than ever. Incidentally, it also offers a far smoother gear change, thanks, in part, to the AGile semi-automatic box, which can be specified on all diesels, bar the most powerful. **TE**